AMENDMENTS TO THE CLAIMS

1. (Currently Amended) A constant velocity universal joint comprising:

an outer member which is provided with a spherical inner surface in which six track grooves are formed;

an inner member which is provided with a spherical outer surface in which six track grooves are formed;

six balls disposed in [[a]] respective wedge-shaped ball tracks formed by the track grooves of the outer member and the track grooves of the inner member;

a retainer disposed between the spherical inner surface of the outer member and the spherical outer surface of the inner member to hold the balls; and

an elastic member applying an elastic force in an axial direction between the inner member and the retainer to press the balls toward a narrower side of the wedge-shaped ~~wedge-shaped~~ ball tracks;

wherein a ratio r1 (= PCD_{BALL}/D_{BALL}) of a pitch circle diameter (PCD_{BALL}) of the ball to a diameter (D_{BALL}) of the ball is in a range of $1.5 \leqq r1 \leqq 4.0$, a ratio R1 is defined ~~by.F/PCR~~ by F/PCR, where F is an offset amount between the center of the track grooves of both the inner member and the outer member with respect to a center of the spherical inner surface and the spherical outer surface, and PCR is a length of a segment connecting the center of the inner track grooves with the outer track grooves and the center of the ball, and the ratio R1 (=F/PCR) is in a range of $0.109 \leq R1 \leq 0.162$.

2. (Original) A constant velocity universal joint according to claim 1, wherein a ratio r2 (= D_{OUTER}/PCD_{SERR}) of an outside diameter (D_{OUTER}) of the outer joint member to a pitch circle diameter (PCD_{SERR}) of teeth of the inner member is in a range of $3.0 \leqq r2 \leqq 5.0$.

3. (Canceled)

4. (Currently Amended) A constant velocity universal joint according to claim 1, wherein ~~the number of the torque transmission balls is equal to or less than six, and~~ a contact angle (θ) between the track and the ball is in a range of $30° \leqq \theta \leqq 40°$.

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5-6. (Canceled)

7. (Previously Presented) A constant velocity universal joint for steering according to claim 1, wherein lengths of a plurality of pockets corresponding to a plurality of the track grooves in a circumferential direction of a window are all equal.

8-16. (Canceled)